

BROOKLYN BRIDGE'S GIANT CABLES SLIP; NEW SPANS URGED

Whalen Would Rebuild
Structure and Build
Additional One.

NO CAUSE FOR ALARM

Made Safe by Distribution
of Load and Should Last
Forty Years, He Says.

EXPERT VIEWS DIFFER

Outside Engineers Say Defect
Should Not Make Rebuild-
ing Necessary.

The discovery that two of the giant main cables supporting the old Brooklyn Bridge had slipped in their saddles atop of the bridge tower on the Manhattan side caused the Department of Plant and Structures to move formally yesterday for the reconstruction of the old structure and also for the building of an additional bridge across the East River.

Commissioner Grover A. Whalen declared that there was not the slightest cause for alarm. With the banishing of motor traffic effective on June 15 last and with proper maintenance, he said, the bridge not only is perfectly safe but probably will continue to serve another forty years.

Commissioner Whalen said that his order of June 15 banishing motor traffic was the result of the discovery by inspectors and engineers who continually maintain surveillance of the bridge. They found that the north-eastern of the four supporting main cables, at the point where it passes over the saddle on the Manhattan tower, had slipped from its true position longitudinally toward the center of the river, a distance of about 1 1/2 inches. It is known as Cable A.

Caused by Uneven Strain.

The cable next to it, which is designated as Cable B, was found to have slipped in the saddle only half an inch, while Cable C and D, toward the southern side of the tower showed no perceptible divergence. The engineers deduced that the slipping had been caused probably by some uneven strain, due perhaps to the passing of a heavy truck at the same moment with heavily loaded electric trolleys. The saddles rest upon rollers and are supposed to show a certain amount of motion as the stresses vary, but the slipping of two cables in their saddles is not a normal occurrence.

Commissioner Whalen said yesterday that railroad officials are cooperating by keeping trains from crossing the bridge at closer intervals than 120 feet. Mr. Whalen, commenting upon reports in some afternoon papers, emphatically denied that there had been any stretching of the cables. There is no intention of closing the bridge to traffic, which, he said, would be a "disaster." The first step if there were the slightest danger in keeping it open to the public.

He feels, however, that the time has come to have the bridge replaced. He wrote Mayor Hylan yesterday that "the four main cables cannot be reinforced or replaced unless the bridge is rebuilt." In his letter he says:

Whalen Writes to Mayor.

"On May 24, 1922, the Brooklyn Bridge will have attained the age of 40 years. During these two score years of useful life the Brooklyn Bridge has carried a burden for which it was never designed. At the time of the opening of the Brooklyn Bridge eight and ten ton motor trucks were never dreamed of. However, the evolution from the horse drawn vehicle to the motor driven vehicle has been so rapid that the designers of the Brooklyn Bridge could not possibly have anticipated it, and therefore made no provision for the increased load which this bridge was compelled to bear up to June 15, 1922.

"With this new method of transportation came a tremendous increase in the load unit. There was also added to this weight the increased weight of elevated cars and increased weight of subway cars. All these elements of weight factor have been daily calling upon the main cables of the Brooklyn Bridge for increased carrying capacity.

"The four cables that support the Brooklyn Bridge are made of galvanized steel wire. At the time of the opening of the bridge, each cable contained 5,228 wires. For almost forty years these cables have been called upon to carry not only the dead load of the bridge itself, but also the live load, such as vehicles of all types, elevated and trolley cars, passengers, etc.

"It is not my purpose in this communication to in any way call the attention of the public to the condition of the Brooklyn Bridge, except in this respect, that the engineers of this department report the Brooklyn Bridge in absolutely safe condition. However, the age of the bridge is such that it is deemed advisable that the load which the bridge is compelled to carry be properly spaced at all times.

Most Distribute Load.

"It is most essential that the active load factor on this bridge be properly distributed. This, of course, will seriously affect the efficiency of the Brooklyn Bridge. This means that the Brooklyn Bridge can no longer be considered in connection with any additional inter-borough motor vehicle traffic that the constant increase in population will produce.

"The Manhattan Bridge in a few years will not be adequate to the condition of the motor vehicle. If this character of traffic continues to increase at the same rate

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Advertising and Hotel and Restaurant, Advertising will be found on page 6-Ad.

THRILLS AND PERILS IN ARMY BALLOON'S NIGHT FLIGHT OVER NEW YORK

Capt. William E. Kepner, in Command of the C-2, Tells
The New York Herald of Experiences With Fog,
Rain and Wind and of Narrow Escape From
Collision With a Skyscraper.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., July 28.

The army dirigible C-2 arrived at Aberdeen Proving Grounds, Maryland, this morning after a flight from Washington to New York city and part way back none the worse for its encounter with fierce winds, heavy fogs and an electrical storm.

The original program of the fliers included a demonstration over New York city, but this was made impossible by the thick low clouds which shrouded the city and made it invisible from the air. At no time was any part of the city clearly distinguishable, nor were the men treated to a view of "The Great White Way."

The flight of the C-2 to New York was for the purpose of training men for night flying on long journeys and interesting the public in this branch of the service. The balloon was commanded by Capt. William E. Kepner, with Lieut. E. S. Moon as radio officer and Sergeant A. D. Albrecht as pilot. Three men representing news agencies and a photographer went along as passengers.

Here is an account of the flight as given by Capt. Kepner at Aberdeen to THE NEW YORK HERALD:

"We left Washington with crew and four passengers at 5 o'clock standard time and stopped at Aberdeen for an additional supply of hydrogen. We had planned to get away earlier, but because of unfavorable weather conditions there was some talk about postponing the trip. It finally was decided to make the flight anyway and we left Aberdeen about 6:15 o'clock.

Trip of 450 Miles.

"There was no further stop until we returned here this morning after having been in the air eleven hours and fifteen minutes. The total distance covered in the flight was about 450 miles, not counting the circling of New York city. We could have made the trip in a much shorter time with favorable weather conditions.

"We picked up the lights of Philadelphia about 8:30 and about 11 o'clock we began to look for the lights of New York city. There was a stiff breeze and it was raining hard. All was black beneath us because of the heavy fog and dense clouds. About 11:15 we spied a sharp glow penetrating through the clouds and fog and on coming down a little recognized it as Coney Island. We then discovered that we had missed the city by four or five miles. This was due to our having been blown from our course by the raging winds and to some extent the rain. The wonder is that we did not miss it altogether. We could see no lights from that point except Coney Island.

"I have heard many reports of how bad the fog is about the city of London at night. I do not think, though, that London could ever compare with New York city last night. The fog was terrible in its density. It was almost impossible to see anything.

"Lieut. Moon then tried to establish communication with the city by radio. In this attempt he failed because, I suppose, we were on the 380 meter wave length and our messages were obstructed by broadcasting instruments. He heard several radio instruments in the city humming away but could not make himself heard by them.

Recognized "L" Road.

"After picking up the lights of Coney Island we felt our way about and tried to get our bearings. We came down to about 350 feet and one of the newspaper men recognized an elevated railway which he said he had ridden over several times and which followed an elevated train toward the city. Soon we came out in upper New York Bay, and fearing we would collide with the tall buildings, we went very high—about 500 feet. At that height we could see only the lights of Coney Island.

"Then we came down a little and about 11:45 saw lights beneath us. The roar of our engines told the city of our approach, and soon the searchlights began to play on us. They were very dim because of the fog. We were moving slowly at a low altitude when there suddenly appeared directly in front of us a tall building.

"If the ship had not been under perfect control probably none of us would have lived to tell about the trip. The searchlights immediately shifted to the building ahead of us, and we were on the lookout for such an emergency and changed our course so as to rise above

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Ship Reports Four Submarines Missing Out of Twelve in Flotilla

Los Angeles, July 28.—Four submarines which left Los Angeles Tuesday for a mission as part of a flotilla of twelve scheduled for de-commissioning, were reported to-day missing off the Lower California coast, south of Ensenada.

Authorities here to-night were investigating the report of the missing submarine.

The craft said to be missing were the L-5, L-6, L-7 and L-8, all of which were built at Long Beach, Calif., during the war.

The story of their apparent disappearance was brought here by the liner City of Honolulu, Capt. Thomas W. Sheridan, from New York.

Capt. Sheridan said that yesterday he sighted a cloud of smoke some distance away and changed his ship's course to learn the cause.

"It was a submarine, badly smoking," he said. "It made no answer to our signals."

"Later," continued Capt. Sheridan, "we sighted the tender Beaver, which had the submarines in convoy. At first he made no answer to our signals, but

TEN HURT AS CARS CRASH IN YONKERS IN HEAD-ON WRECK

Trolleys Met on Curve Go-
ing at Fast Speed, Say
Witnesses.

CHARGE SIGNAL MIXUP

Motormen Tell Police That
Each Received Word
to Go Ahead.

FOUR SENT TO HOSPITALS

Fire After Accident Destroys
Both Cars, Which Were Al-
ready Telescoped.

Two trolley cars crashed head on last night shortly after 8 o'clock on the Tuckahoe road in Yonkers, about half a mile east of the Putnam Railroad crossing. The cars were telescoped, and ten persons were injured, four of them so seriously that they had to be taken to the St. John's and the Yonkers Homeopathic hospitals.

The others, cut and bruised and shocked, were able to go to their homes after they had been treated by ambulance surgeons and other physicians who had been sent for by the police.

Both of the cars caught fire immediately after the accident, and for a time it looked as if some of the passengers would be burned before they could get out. But automobilists who were passing and neighbors attracted by the sound of the crash rushed into the cars and carried out the injured, and those who were not hurt were able to get out through the windows and the back doors before they were burned. The fire destroyed both cars, but the fire department of Yonkers prevented the flames from spreading to any other property.

The injured who went to the hospitals are Mrs. Beale Berger, 60 years old of 735 West 131st street, who suffered internal injuries; Frank Rohr, 31, White Plains, broken ribs and wrenched back; James W. Western, 45, of the Willmet School, Yonkers, and Walter Ellis, 40, of 91 Lockwood avenue, Yonkers. Many who were not injured told the Yonkers police that the cars were traveling at high speed their estimates ranging from twenty-five to thirty-five miles an hour.

The eastbound car was driven by Motormen George Barnewold, who saw that the crash was inevitable when he saw the westbound car was Patrick Carroll. Both told the Yonkers police that the signals were set for them to go ahead. The cars met on a curve and as soon as Barnewold and Carroll saw that the crash was coming in time to set the brakes and jumped back into the main body of the cars from the vestibules, there being no time to open the doors and jump out. Several passengers saw the crash coming in time to leave the front seats. Had they not done so it is believed that they would have been killed, as the seats in which they had been sitting were demolished at the first shock.

Automobilists and neighbors rushed at once to the scene of the wreck and aided in getting the injured to the hospitals. John Caplin appeared soon with several policemen and Dr. Bernard Goldfarb, Daniel Mock and Charles Fisher. Two ambulances came later. It was half past one hour before the trolley company's wrecking crews could clear up sufficiently to allow traffic to move.

CUBAN BANDITS KIDNAP U. S. CONSULAR AGENT

Father Refuses \$20,000 De-
mand for Ransom.

Special Cable to THE NEW YORK HERALD.
Copyright, 1922, by THE NEW YORK HERALD.
HAVANA, July 28.—Bandits kidnapped Juan Jose, U. S. consular agent near Blanquillo, a village on the Quemados de Guines highway, ten miles from Sagua la Grande this morning while he was driving in with an automobile. Later they sent a native with a demand for \$20,000 ransom to the captured man's father, Eugene E. Jova, who the younger man succeeded as Consul General in Havana.

The father refused the demand. Payment was refused.

Capt. Olive of the rural guard and a posse set out in search of the bandits and found footprints and the abandoned automobile which seemed to indicate that Jova had been captured after a struggle. It is believed that he was carried to one of the caves in the neighborhood.

F. C. NEWCOMBE & CO. NOT IN BANKRUPTCY

Brokerage Firm Simply Cred-
itor of One That Failed.

In recording the liberties of Parks Brothers of 123 Liberty street and Weed, Edwards & Co. of 347 Madison avenue in the United States District Court yesterday it was inadvertently stated in the heading that the firm of F. C. Newcombe & Co. was one of whom papers had been filed.

As a matter of fact, F. C. Newcombe & Co. was concerned in the bankruptcy matters solely as one of the principal creditors of Parks Brothers, who filed a voluntary petition, listing liabilities as \$25,000 and assets as \$14,000.

Other creditors of this firm, of which Frank L. and Everett Parks are the members, include: C. V. Hedberg, \$92; Joseph Esposito, \$1,500; Mrs. S. Hoff, \$7,500; Miss Marguerite Millet, \$200; Mrs. Alice Parks, \$50; and R. Webster, \$1,100. Walter H. Thacher of 21 Wall street is the attorney.

John Quinn signed the involuntary petition filed against Weed, Edwards & Co. Liabilities were said to be \$25,000, but that was an estimate of the debt. Quinn's claim was \$5,787. Buffalo & Geist of 275 Fifth avenue represented Quinn.

BOTH SIDES EXPECTED TO ACCEPT HARDING'S RAILROAD PEACE TERMS; SPENCER NAMED FUEL CONTROLLER

MORE COAL MINED

Supply Is Increasing as
Result of Better Rail
Service to the Non-
Union Fields.

FREIGHT EMBARGO ON

Three Coal Lines Transport
Only Food and Other
Necessities.

STATES AIDING HOOVER

Twenty-four Take Steps to
Prevent Any Profiteering
in Fuel.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., July 28.

President Harding to-day appointed Henry B. Spencer of Washington as Federal Coal Administrator. Mr. Spencer will assume direction of the administrative work of the President's coal committee in directing the movement and distribution of available coal supplies to the nation.

The Coal Administrator is well equipped by experience for his new duties. He was reared in the railway business, was at one time vice-president of the Southern Railway system, was general purchasing agent of the Railroad Administration during Government control and had charge of national coal distribution when the National Fuel Administration was disbanded after the armistice.

Announcement of the appointment followed an official statement that "we will have coal for all. There may be some embarrassments and some hardships, but the nation will not go without a coal supply."

Administration leaders are confident that the measures so far taken will prevent any suffering or shutdown of industry in the nation. Reports to Washington indicate an increasing fuel supply along with the improved movement of an embargo against all freight except foodstuffs, livestock, feed for stock and coal, the four articles carried on the priority order issued by the commission. This action was taken to control profiteering and to bring about movement to clear the jam of loaded and unloaded coal cars on these roads.

The embargo will be lifted as soon as the present congestion is cleared away. The embargoes are expected to result in an immediate large increase in production in the non-union coal fields of West Virginia, Kentucky and border sections in Ohio and Pennsylvania.

Secretary of Commerce Hoover, as chairman of the President's committee, is devoting his entire time to building up an organization for coal distribution and for the checking of profiteering. The organization is being carefully selected, for it is realized by Administration leaders that it will have to serve for months after full time mining and railroad operations are resumed. It will take months to restore normal supply and distribution.

Governors of twenty-four States have notified Secretary Hoover that they have undertaken to set up the necessary administration in their respective States to control profiteering and distribution of coal within their borders. These States are Ohio, Indiana, Illinois, Michigan, Wisconsin, North Dakota, Minnesota, Maine, Massachusetts, New Hampshire, Connecticut, Rhode Island, New York, New Jersey, Maryland, Pennsylvania, West Virginia, Iowa, Oklahoma, Florida, Kentucky, Tennessee and Louisiana.

Far West Unhindered.

Kansas already has the administrative facilities under its industrial coat. It is not regarded as necessary to establish coal control in the Rocky Mountain and Pacific States, where they have supplies of coal and fuel oil.

Announcement was made by Secretary Hoover that the embargo will be lifted as soon as the present congestion is cleared away.

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PRESIDENT WANTS ROADS TO GUARANTEE SENIORITY

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., July 28.

WHILE the actual details of the plan of President Harding for a settlement of the railroad strike are not now available it is believed certain they will embody the following four proposals:

First, that the striking shop employees should return to work immediately and accept the wage decisions of the Railroad Labor Board.

Second, that there should be an immediate rehearing of the wage question in order that the employees may have an opportunity to restate their views on the wage reduction and adjustment if the board decides that the cut has been too drastic, as the union leaders maintain.

Third, that the railroad executives, irrespective of the extent to which their repairing facilities were affected by the walkout, should take the men back and be mindful of the seniority rights of the strikers, thereby implying that, while the men who had remained loyal should retain whatever advance in seniority they had acquired from the walkout, the strikers should not be discriminated against as contrasted with the new employees.

Fourth, that the roads should accept the findings of the Railroad Labor Board on two vital matters, namely, the cessation of letting repair contracts to outside shops and the acceptance of men elected by the unions as spokesmen of labor on the roads.

HOLDS U. S. SHOULD PROTECT STATE PTIS

Michigan Governor Tells Har-
ding People Are Impatient
of Further Delay.

DOUBTS HE HAS POWER

President Thinks Government
Can't Force Local Mine
Agreements.

Special Dispatch to THE NEW YORK HERALD.
LANSING, Mich., July 28.—A letter from President Harding received by Gov. Greenback of Michigan to-day declared in effect that the Federal Government was powerless to interfere with the hostile attitude of the national organization of the United Mine Workers toward independent local agreements, that at present nothing could be done except to enable men willing to work, to work in safety. The letter drew sharp disagreement from the Governor.

The President's letter was in reply to a telegram sent by Gov. Greenback last week, when he informed the President that he was asking John L. Lewis, president of the United Mine Workers, to grant Michigan miners permission to enter agreements independently of their national affiliation and return to work.

To-day the Governor answered the President's letter by writing that he could not concede that the Federal Government has not the power "to protect our citizens from the embarrassing situation that faces us."

The President in his letter stated that he would seek legislation to solve the problem of independent agreements such as was asked for in the Saginaw valley. He declared that if the coal operators of the country were to form an organization which permitted its national officers to dictate to members, State legislators and Congress would instantly put an end to it and indicated that the dictation which he said the miners had set up must be similarly dealt with.

The President's Letter.

"My DEAR GOV. GREENBACK: "I am sorry to hear of the delay in making proper acknowledgment of your wire of July 26. I was not greatly surprised at the refusal of the national officials of the United Mine Workers to permit the miners in Michigan to come to an agreement on their own account. It is a matter of record that coal operators and

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\$2,000 OF GARLAND'S GOES TO AID MINERS

Donor of \$800,000 to Mankind
Sees Fund Directors Vote
First Gift.

SENT INTO PENNSYLVANIA

Benefactor's Statement Says
Money Shall Not Be Used
for Any Class.

Charles Garland of Cape Cod, the young man who refused a \$1,000,000 legacy and then accepted it to give away \$800,000 "for the benefit of mankind," visited New York yesterday to attend the first meeting of the board of directors of the American Fund for Public Service, which will distribute his gift.

The first appropriation voted was \$2,000 for relief of suffering miners in the western Pennsylvania coal fields. This sum is to supplement money being raised by the American Friends Service (Quakers).

Other gifts are in prospect, it was announced. For the present appropriations will be made only from the income of the \$800,000. The principal will remain intact until six months trial has terminated the hope of the fund's usefulness and the best methods of disposing of it. The directors issued a statement in part as follows:

"Plans were made to expend the income of the fund in accordance with the purposes of the fund and Mr. Garland's declared wishes.

"Officers of the organization elected were: President, Norman M. Thomas, associate editor of the Nation; vice-president, Rev. Harry F. Ward of the Union Theological Seminary; secretary, Roger N. Baldwin, director of the American Civil Liberties Union, and treasurer, Albert D. Silver, a New York lawyer. Sidney Hillman and Frank P. Walsh were added to the board of directors.

The committee which will recommend appropriation to the directors consists of Prof. Robert Morse Lovett of the University of Chicago; Sidney Hillman, president of the Amalgamated Clothing Workers, and James Weldon Johnson, secretary of the National Association for the Advancement of Colored People. The field of service will be surveyed by four subcommittees, chosen from outside the board, dealing with (1) publications, (2) educational campaigns for new ideas, (3) experimental educational projects and (4) research, particularly in fields of industry and economics.

"It is planned to have the survey completed by early fall to make distributions then and thereafter quarterly. An emergency fund will be kept for urgent appeals.

Mr. Garland outlined his wishes to the directors in the following statement:

"It is my desire that the money be turned over to individuals and to groups of individuals. These shall be trusted as much as much as rich so-called criminals as much as the uncondemned. They shall be trusted not to use it to the advantage of one individual or group as opposed to another."

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Seniority the Issue.

The seniority question was really the crux of getting the men back to work. When the President announced the matter with the spokesmen of the unions and the representatives of the executives he found there was a good deal to be said for the stand taken by each side. There was the question as to whether men who had remained loyal should lose the seniority they had acquired and also the question as to whether men who had not worked in good faith should not be fully taken care of.

It is understood the President believes that the situation on the roads permits of an easy compromise in the matter if only the "die hard" executives accept seniority restoration in principle and adjust the matter equitably when the strike is broken. Because of the deterioration of equipment during the four weeks of the strike it will be necessary for the roads to have a great many more employees for a considerable period. This is not so true of roads like the Pennsylvania, which suffered little from the walkout, but it is only too true in general, the President's advisers believe. For this reason they point out there is enough repair work ahead before equipment is fully restored to take care of new employees.

Union leaders have particularly stressed their objection to so-called "seniority restoration" because of the preference over employees who quit work. They continually hammered on this in their conferences with the President and his advisers. Because of the "punitive measure," which naturally would detract from labor solidarity when it comes to joint national action, "seniority restoration in principle" there is every probability that Mr. well and his associates would accede to individual adjustment on some of the roads.

Persons close to the developments of

Continued on Page Two.

THREATENS TO PREVENT GAMBLING AT SARATOGA

Judge McKelvey Will Try to
Stop It on August.

Special Dispatch to THE NEW YORK HERALD.
SARATOGA SPRINGS, July 28.—County Judge Lawrence B. McKelvey this afternoon joined the gambling interests here with the announcement that he would do everything in his power to prevent gambling of any kind during the month of August in Saratoga county.

One of the officials of Saratoga county connected with the situation said to-day: "We must decide to put a stop on every door in Saratoga if McKelvey keeps on."

In his statement Judge McKelvey said: "We must not tolerate the gambling drive which brings to our city the riff-raff of the world and makes it possible for our officials to be suspected of graft and corruption."

JEWELL FOR PLAN Other Shop Leaders Also in Favor of the Terms to Be Sub- mitted To-day.

CABINET IS IMPRESSED

Believes Strike Will Be 95
P. C. Over if Not Settled
in a Week.

EMPLOYMENT FOR ALL

Accumulated Work to Enable
Shops to Care for Old and
New Employees.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., July 28.

Settlement of the railroad strike was definitely in sight to-day on the basis of a compromise program worked out by President Harding and which, according to every indication, will be accepted by the railroad executives and the striking shop crafts.

Official announcement was made at the White House on behalf of the President that as a result of the series of conferences of the last two days he had formulated a plan of settlement, the fairness and effectiveness of which could not be denied. At the same time it was stated that there was a fair prospect of the plan being accepted by the warring factions.

The Administration's program for getting the men back to work at the earliest possible moment already has been discussed at length with the union leaders and the spokesmen of the railroad executives. It was indicated at the White House that a formal draft of it will be made and presented to each side by to-morrow.

T. De Witt Cuyler, chairman of the Association of Railroad Executives, will be requested to submit the proposal to the general conference of the 148 executives forming the association, which he has called in New York for next Tuesday, while Bert M. Jewell, leader of International Union of Shop Crafts, will be asked to put it before a general conference of the striking employees in Chicago Tuesday or Wednesday.

Publicity Is Withheld.

Publicity of all kinds was abjured to-day in connection with the conciliation program of the Administration, the idea being that it was better there should be no room for misunderstanding of the proposed scheme of settlement pending the convening of the two conferences next week.

At to-day's Cabinet meeting, which lasted only an hour in contrast with the three-day session of last Tuesday, the President outlined his scheme to his official advisers, who are said to have been strongly impressed with the equity of the proposal, their belief being that it could hardly fail of acceptance and that if the strike was not entirely settled within a week it would be at least 95 per cent. settled.

It is understood the plan of adjustment proposed by the President on the basis of what is perhaps the most complete understanding of the situation since he came to the White House is a compromise which calls on both sides in the controversy to make concessions. It is a plan of least to modify their stand in respect to some of these points.

The Harding proposal evidently contemplated that the situation on the roads called for next week should pass on the adjustment program in principle, while such matters as the compromise on the restoration of seniority could be settled later. There was the question as to whether men who had not worked in good faith should not be fully taken care of.

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Persons close to the developments of